

Newsletter of The River Valley Flyers

Club #948-----October 2021

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| President..... | Don Danczyk |
| Vice President/Secretary..... | Don Ryszka |
| Treasurer..... | Bob O'Connor |
| Safety Officer..... | Larry Chamberlin |
| Web Master..... | Bob O'Connor |
| Newsletter Editor..... | Rick Ida |
| Turf Technician [Field Maintenance Coordinator] | Bob O'Connor |
| RVF E-Mail..... | rivervalleyflyers@gmail.com |



From The Club President: Fall is truly here in Central Wisconsin with the leaves turning colors now, and they are starting to “fall” for the season too. That can only mean that it’s time to say goodbye to summer and hello to the fall season in Central Wisconsin. The days are getting shorter and the temps are getting cooler, but it is still a great time of the year to get outside and enjoy all the great things that fall has to offer. So, go out and enjoy the nice days we have left before the really cold weather arrives in a few months.

The summer of 2021 was a good season as far as our flying site goes, with club members out at the field at different times of the day all summer long. After all the rain that fell in August, the late summer mosquito hatch at the field made it a bit uncomfortable standing out there without being bothered by the insects, but the cooler days this fall should help bring that back to normal.

When we had all the wet weather in August the creek by the main road rose quite high and was flowing quite fast, so there was some concern about road washout

around the culvert near the entrance area again. It looks like it survived the high water, but hopefully when that culvert gets replaced in the next year or two that will eliminate that problem when we get high water in the creek. That entrance over the creek is the only way into our flying site, and our landowner is saying that the culvert will be replaced soon in our conversation with them this spring.

I noticed we have a few new members in our club this summer. I want to welcome them all to our club, and hope they find us a friendly group. If you are out and see someone new, don't hesitate to go over and introduce yourself and strike up a conversation. If you are new to the club this year, don't be afraid to ask for help from the other members out there.

I've spent the summer this year trying to get my helicopters fine-tuned for aerobatics and stable hovering. Since the introduction of electronic flight control, (aka the helicopter flybarless controller) setup of the aircraft is also a lot easier than it was in the past.

The electronics work great and cancel out a lot of the bad effects of crosswind on the machine, as well as simplify the mechanical setup of the helicopter. I love what the advancement in electronics have done for this hobby in the last decade, and expect it will get even better in the coming years.

Fall is here again and that means it's time for our club to select club officers for 2022. Our club officer positions are up for renewal each year in the fall, and nomination of officers for next year are to be drawn up and presented by October, and voted on at the November meeting. The positions up for renewal are President, Vice President-Secretary, Treasurer, and Safety Officer.

All of the positions are open to be filled for another year by the current officer, or someone new. We could use a change of people in these positions every once in a while, as the current officers have been at it for a while. Please help our club by considering one of these roles for 2022.

With fall here now, I would like to start holding the winter monthly club meetings virtually again through winter, starting with the meeting on October 6th. If you have a computer with a camera and microphone, or smart phone, you will be able to join us by clicking on the link on the invite. Watch for your invite and instructions on using Google Meet in your email.

Don

Upcoming Area Events

If anyone hears about any up coming events, please let me know. (Rick Ida)

Also, check out our Facebook page at <https://www.facebook.com/groups/124394500927324>

Winnebago RC Flyers Annual Swap Meet



SUNDAY OCTOBER 3RD, 2021!

Location: EAA Nature Center Pavilion, **Oshkosh**
(Drive to EAA Museum and watch for the RC EVENT signs.)

- **Time: 8:00 AM- Noon**
- **Admission \$5**
- **Easy Parking, Free Tables, Raffle Prizes**

For more information, contact:

Dave Hable

Cell/text: (920) 267-1920

Email: dhable at new.rr.com

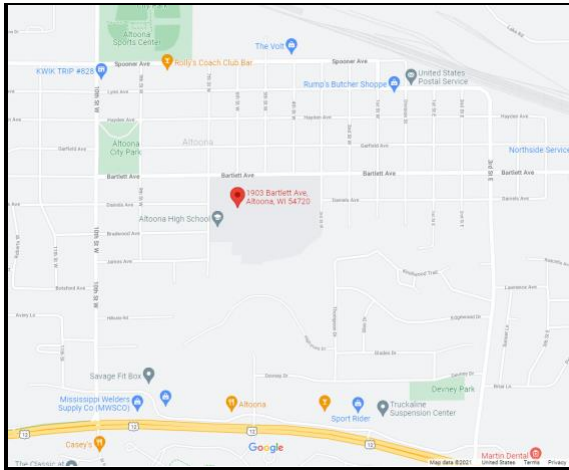
Western Wisconsin Modelers Association Swap Meet October 9, 2021

Everything Radio Control PLUS Model rockets, plastic models and much more! Trade it ... sell it! No Door fee. \$5 table fee per table.

Event Contact: MICHAEL ZABOROWSKI

Contact Information: Phone: 715-450-9889, Email: grimracercnc@yahoo.com

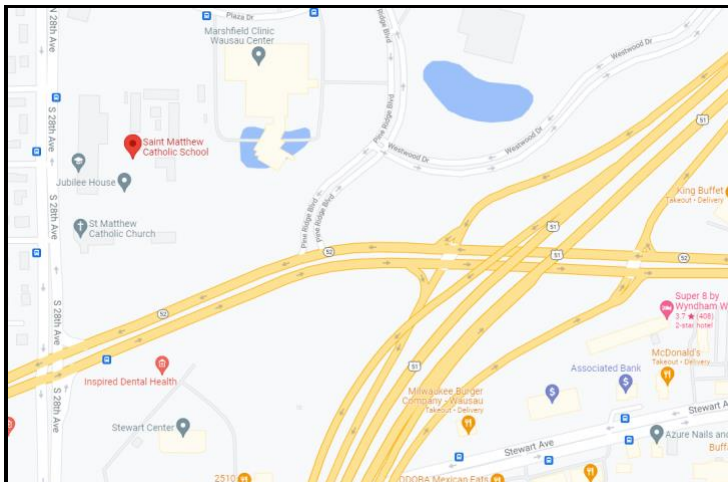
Site Detail: 1903 Bartlett Ave, Altoona, WI, 54720 (44.80199, -91.441959)



October 24, 2021-Wausau Swap and Auction

27th Annual Swap & Auction @ St. Matt/Faith Academy's School gym. Doors open @ 8 am to noon. Auction from 9 am to 11:15. Vendors, sales, swap, food & refreshments. Raffle @ 11:30 am. \$5 Admission, 12 or under FREE. No table fees.

Contact Information: Phone: (715)212-1563, Email: drowley_1@msn.com



River Valley Flyers Monthly Meeting Notice:

The monthly meeting will be held on line on starting on **Oct. 6** meeting.
Stay tuned for email updates & how to join meeting on your computer!

Website: www.RiverValleyFlyers.org

Pro Tips for First Flight Success

[Debra Cleghorn](#)



Learning to fly is always easier and more fun with the aid of an experienced instructor. He will help you avoid those first few beginner mistakes and will help your airplane live a lot longer.



The Sportsman S+ RTF with SAFE Technology from Hobby Zone is one of the new generation trainer/sport fliers that comes with onboard stabilization. It makes learning to fly very easy.

For the first-time RC modeler, today is a great time for getting started in the hobby. The newest generation of easy-to-assemble, almost-ready-to-fly planes come in a wide variety of types and sizes.

From electric-powered park fliers and microscale designs to your basic engine-powered, nitro-burning sport and trainer planes, the amount of work on the bench is minimal. Compared to the good old days, our newest RC planes aren't very labor-intensive to assemble.

Many even come out of the box completely ready to fly without any assembly required. "Plug and play" is a big part the hobby today, and it very easy to be successful. Really, the hardest part is deciding which model plane and radio system you want. Whether it has an electric

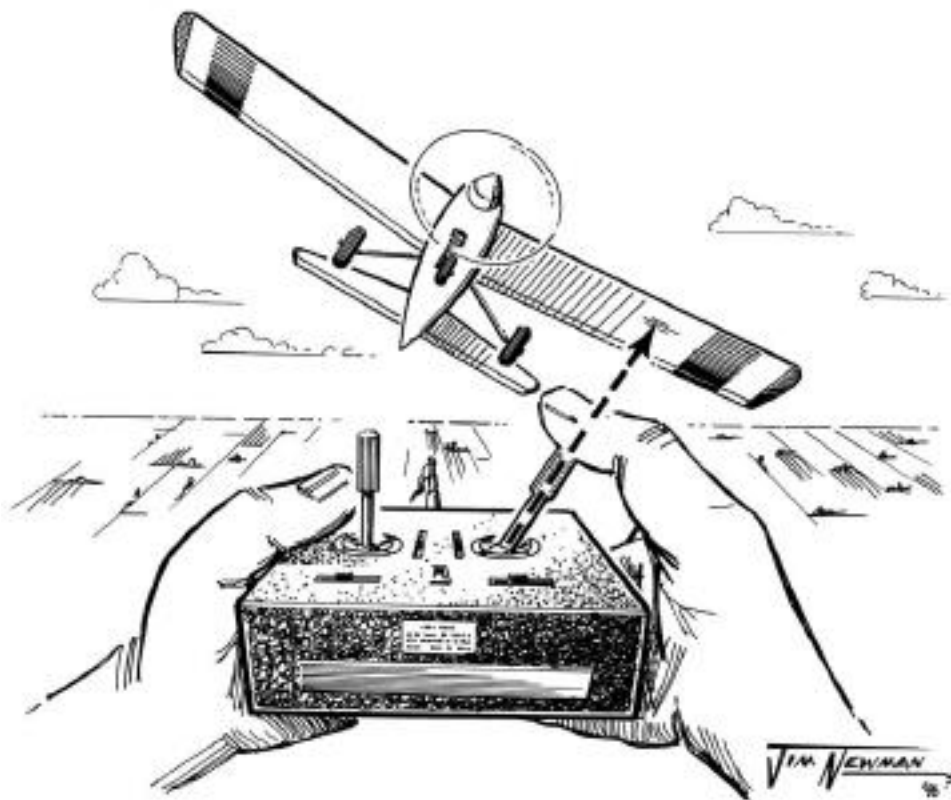
power system or has an engine bolted to the firewall, once you decide on the airplane you like, you'll need a flight plan to earn your RC wings. Let's take a look at some of the basic techniques that you'll need to know to be a successful RC pilot.

GETTING STARTED

If you are the social type who enjoys talking about RC planes as much as learning how to fly them, joining a local club is the way to go. Meeting monthly affords you the opportunity to get together with other like-minded RC addicts; it's a lot like group therapy for the aviation minded.

Clubs usually have a permanent flying field, and membership costs are relatively inexpensive compared to all the benefits you receive. Being a club member, you'll quickly find out where local instructors hang out. The hobby is a great way to make new friends and to find useful hobby resources. Reading *Model Airplane News* is also a great way to start.

RADIO GEAR



One of the first tricks to learn deals with control reversal. When the airplane is headed toward you instead of flying away, left and right turns feel reversed. To level your wings, simply move the control stick toward the lower wingtip. This will keep you flying straight and level.

For the beginner, it's best to start with a RTF (ready-to-fly) airplane that comes in a complete package, which includes everything you'll need to fly your plane, including the radio. This way, there are no decisions to make and you know everything will work the way it is suppose to. For the modeler who is looking to stay in the hobby for the long haul, the purchase of a radio system is a good investment.

A standard full-house aileron-equipped plane requires four channels to operate. The basic controls are the throttle, rudder, elevator, and the ailerons. Once past the basics, you'll want to think about adding more functions, such as flaps and possibly retractable landing gear, so a 6-channel radio system gives you flexibility for future development.

Programmable computer radios are very popular because of the amount of adjustments and control mixing that you can do with the various channels. The basic features include dual rates and exponential, servo reversing, servo-travel adjustment, and basic mixing.

Computer radios today are very affordable, so consider them a good investment for your future needs. Also, most radios systems come without servos; when you buy your radio, purchase separately the size, number, and type of servo that you'll need for your particular model.

GROUND SCHOOL

Yes, a lot can be learned with the use of a good flight-simulator program, but nothing speeds your progress more than some quality time one-on-one with an instructor. Having someone help you avoid those first few common mistakes will not only speed your flight training but also help prevent you from having to buy two (or possibly three) replacement trainer planes before you solo.

During those first few flights, a training plan can be developed, with each of your flights having a specific goal. Building on what you've learned from previous flights allows you to move on after you master the basics. Learn to taxi around first, then after you and your instructor are comfortable with you controlling your plane on the ground, you can move on to the takeoff, straight and level flight, turning left and right, and flying at slow airspeeds. While on the ground, you'll learn how to steer with the rudder and how to work the throttle smoothly. After you get the hang of it, you can start flying at low altitudes so that you can get used to flying in the traffic pattern. Then, you'll begin working on your first few landing approaches.

Throughout the process, remember that this is all about having fun! If you begin to feel stress, tell your instructor and let him take over. You have to take a lot of little steps before you can run. A good tip is to always be aware of the wind direction and how it affects your airplane.

Buddy System



Modern buddy-box training systems have cut the cable between the two transmitters and are now wireless.

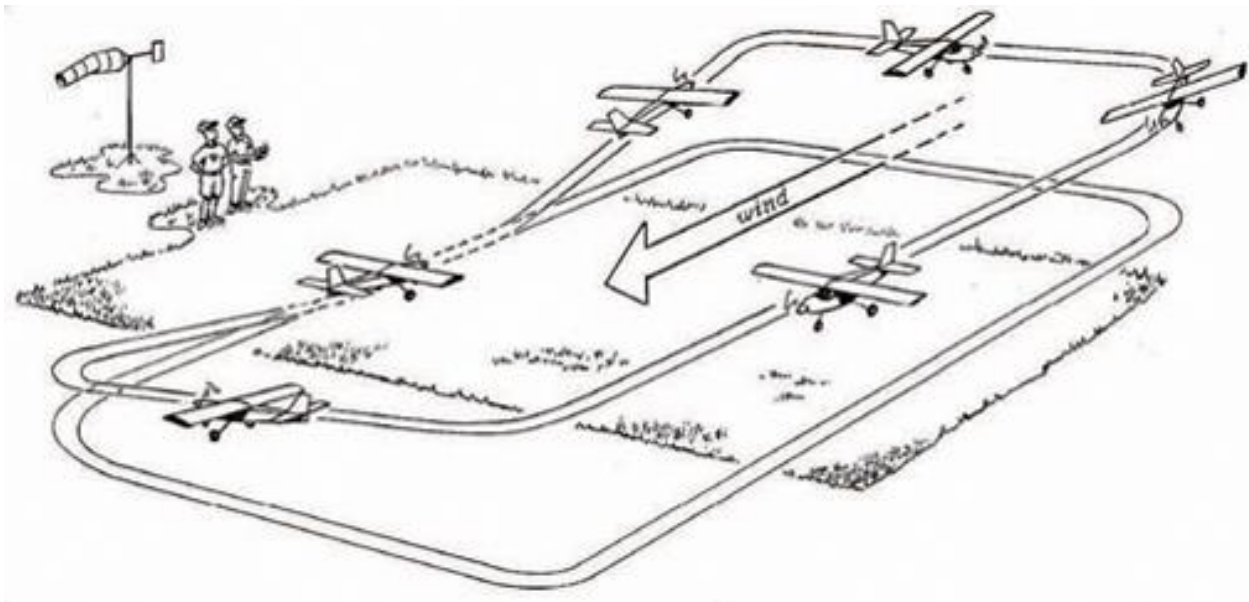
By far, the best way to learn how to fly is with a system called a buddy box. A buddy box uses a cable connected between the instructor's transmitter and that of the student, but newer radios do the same thing wirelessly.

The buddy box allows the instructor to take control of your airplane simply by releasing a spring-loaded switch.

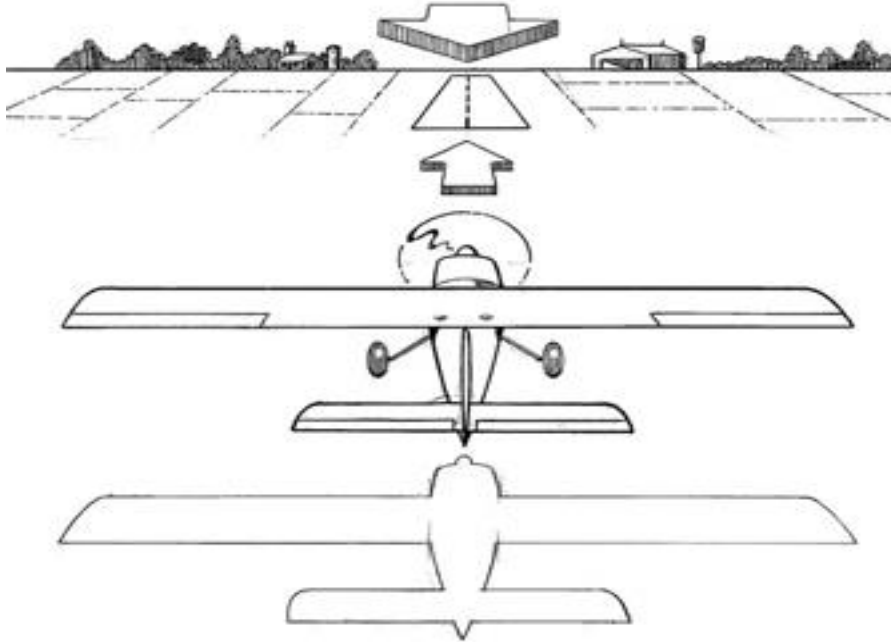
Should you get into trouble, your instructor can quickly correct the plane and give control back to you. Available from many radio manufacturers, buddy-box training systems are often available from RC airplane clubs.

Until you are signed off for solo RC flight, the instructor will control the model during takeoff and then will fly it up to a safe altitude before transferring flight control to your radio.

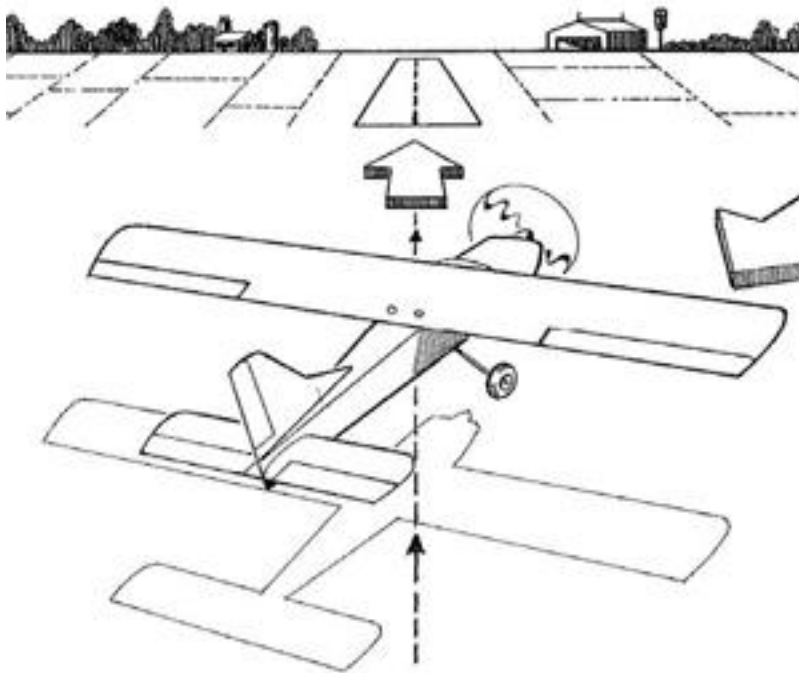
Compared to using a single radio (where an instructor has to take the radio from the student's hands to regain control), the buddy-box system is much easier and safer.



This is a typical RC airplane training traffic pattern. Always take off and land into the wind, and use throttle to control your climb and descent rates.



It is always best to train when the wind is calm or at least straight down the runway. This way, the plane will go where you point it.



To fly a straight path when there is a crosswind, you need to crab the airplane (using rudder) so that it faces slightly into the wind.

The stronger the wind, the more you have to angle the the plane's nose into the wind. Practicing this will quickly increase your piloting skills. Remember to keep the wings level.

FIRST FLIGHT

As you gain experience and start to anticipate your model's needed corrections, the instructor will give you more and more stick time until you're ready to solo. There's nothing more exciting than to hear your instructor say, "Go ahead. Take 'er off this time!"

Takeoffs are actually quite easy. Most trainers and beginner sport planes are designed to be stable, and when you fully advance the throttle, they will want to climb almost by themselves. Concentrate on maintaining a straight path, and apply throttle slowly.

If the plane veers off course, correct with a touch of rudder (a little right is usually needed to keep going straight down the runway). As the model gets light on the wheels, pull back a little on the elevator stick; the model's nose will come up, and the plane will become airborne.

Keep the wings level with small aileron inputs, and let the model climb out at a shallow angle. Don't let the model jump off the ground at a steep angle. Don't panic—just ease off the elevator stick, and if necessary, apply a little down (push the stick forward slightly) to keep the model at a steady climb angle.

Your instructor will teach you to fly the traffic pattern, and as you improve, he will have you fly at low altitudes until he's comfortable with your command of the plane. Without you actually knowing what's going to happen, a good instructor will talk you through the landing pattern and get you lined up for your first attempts.

He will remind you to control the airspeed with your elevator (model nose high or low) and adjust your descent rate with the throttle. Once you nail that very first landing, it will be only a matter of time before you solo and can fly unassisted.

BOTTOM LINE

Like anything else, to get really good at flying, you'll need to practice

and stay with it. It is an investment of time and effort. In the end, however, the satisfaction you'll feel when you take off and land by yourself will be well worth the effort. You'll be a properly trained RC pilot with the entire hobby to enjoy. Whether you want to fly warbirds, racers, or aerobatic airplanes, it all requires training and mastering the skills needed to be successful.

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Hello fellow flyers, October Safety Thoughts!

I ran across this bit of information while looking for a topic of the safety letter for October 2021. The more I read the more concerned I got with what our big brothers and sisters in Washington are cooking up for us and you can be assured it is not to be in our favor.

Please read and reread it as I believe it is what is in our future, or lack there of.

The entire hobby industry has been affected by the FAA's legislative actions based on unsupported data. For the past few years, after erasing the Congress mandated model aircraft protections under section 336, the hobby industry has greatly declined. Some larger hobby companies, reportedly doing over 300 million a year and adding to our economy, have been reduced to now only doing 50 million a year.

These companies have been forced to lay off hundreds. Other large companies have simply filed bankruptcy, some after being in business for over 50 years. Most smaller hobby shops are seeing decreases of 50% and more all due to FAA's current burdensome regulations. The proposed Remote ID rule imposes even more of a stranglehold on even the simplest of recreational model aircraft activities and will simply kill off all of these activities in the future.

While there are a few carve-outs to the rule like model fields (termed “FAA recognized identification area,” or “FRIA”) could be approved in a one-time, 12-month window to operate without Remote ID. This is only meant to “grandfather” existing facilities, with no mechanism for approving new ones.

Modeling clubs are small volunteer groups and come and go and relocate their operations for a variety of reasons with new clubs always being established. Additionally, anyone operating under the guidelines of a community-based organization (none have yet to be formally approved) should be able to establish an FRIA, such as individuals in rural areas who wish to fly from their property. Why is there a limit of time on FRIA sites?

The following is a short scenario of what is predicted to happen when this rule is put in effect.

A man walks into a Hobby shop with his son and daughter who appear to be about 10-12 years old.

Dad (putting a small foam plane on the counter): “ We have been looking at this \$129 RC model plane on your website. I’m a pilot and my dad and their granddad flew planes in the service. The kids are starting to study aviation and robotics in school and I want to encourage and promote their interest. Is this a good one to introduce the kids to aviation?”

Shop keeper: “ You’ve done your homework and made a great choice, this plane is lightweight due to the foam construction, just over 1 pound, runs on a very small one cell lipo battery that you charge with a USB cable, the high wing design is stable and good to learn with. It will fly for about 10 minutes and extra batteries are only \$7. You will want to fly it somewhere that has a lot of area like a football field with not many trees and very light to no wind conditions while they are learning.”

Dad: “That’s great, we live on a big farm with about 100 acres of wide-open space and will do just that. What else do we need to get started?”

Shop keeper: "Well, to fly on your farm and due to FAA regulations, you will need to first register yourself with the FAA and pay a \$5 tax. The FAA will give you a # that needs to be placed on the plane. Then you need hundreds of dollars worth of FAA mandated remote ID equipment that is most likely to heavy for this small foam plane.

Once you get that you will need to sign up with an appointed but non-government-run third party and pay them a monthly subscription fee for a dedicated and persistent internet connection for the plane so as to broadcast your children's personal data including your location so the police, FAA and anyone else with the right technology can see what you are doing and that you are not a terrorist. Then you can fly on your farm."

Dad: "This is crazy, I don't need all of that to fly my full-size Cub around the farm!"

Shopkeeper: "Well, alternately you could join a government-appointed community-based organization. While mandated, the FAA has yet to appoint any but our Industry trade organization AMA is a good one. You pay them about \$100 a year for membership. Then once a member you find a local club, (shopkeeper typing on a computer) it looks like most are gone now but the one closest to you is about 90 miles. They have a \$200 initiation fee and \$200 a year dues and you will be able to fly in an FAA mandated 400*400 ft box."

Dad (looking at his kids who are also looking frustrated and perplexed): "I am sorry kids, it looks like the FAA does not want to allow you guys to learn about aviation. Let's go home and see what's new on your iPads. I will contact your STEM teacher that we have to withdraw from the program."

The only thing we have going for us is like the real estate Moto, "location, location, location"!

Don't laugh, just stick around a few more years and see what happens...

Fly Safe guys for as long as we are allowed to.

Larry Chamberlin

RVFRC Safety Officer

FOR SALE (let me know when sold - Rick)

FOR SALE

Spad advanced trainer made from Coroplast-almost indestructible. YS45 for power, dual aileron servos, ski setup for winter flying also.



\$125.00

Tom Marty

715-340-1708

ysrcflyer@yahoo.com

GREMLIN flying wing combat plane. wings are fully sheeted.
YS45 for power.



\$100.00

Tom Marty

715-340-1708

ysrcflyer@yahoo.com



I have 2 brand new still in the package 1100kv motors complete with motor mount and prop adapter. I ordered them and then found out I didn't need them.

Asking \$8 each.

Thanks.

Don Horne



Hobby Eagle A3-L Stabilizer,
basic 2D, 3D style. New, decided
to use a different brand. Cost
about \$19.00, asking \$10.00

Thanks
Rick Ida

For Sale Continued...



FlightLine F7F-3 Tigercat 1600mm (63" wingspan)

It comes with the upgrade landing gear-not installed

I fly it with 2-4000mAh 4s batteries. It flies great. Batteries not included

I also have some spare prop blades

It has Callie Graphics "King of the Cats" graphics

It is in excellent condition.

\$300 with Admiral Receiver(RX600SP) which has gyro and recovery

Bob O'Connor oconnorfam1@gmail.com



River Valley Flyers Model Aircraft Club

2021 Membership Form

The “River Valley Flyers” are a model aircraft flying group interested in all aspects of Model Aviation and are located in Central Wisconsin. We are a chartered Academy of Model Aeronautics [AMA] club. All club members must also be AMA Members. We maintain a flying site in southern Portage County in the Township of Grant in the Central Wisconsin area.

Membership Categories and Dues

Full Adult Membership.... \$50

Age eighteen years and older by January 1st of the year of application. Includes voting rights and club field usage rights.

Family/Group Membership.... \$55

All members covered by a Family/Group Membership must have a direct spouse or offspring relationship, Father-Son, Husband –Wife and or Junior Member. Includes voting rights [except for junior members] and club field usage rights.

Junior Membership.... \$15

Under age eighteen years old by January 1st of year of application. All junior members need to be sponsored by a Full Adult Member even though they are not related by an offspring relationship. Includes field usage rights but no voting rights.

Guest Membership.... \$30 For someone who belongs to another local club but wishes to access our field for flying as well. Includes field usage rights but no voting rights. Must send a copy of current AMA and Local Club Membership Cards with application.

MEMBERSHIP APPLICATION (PLEASE PRINT CLEARLY)

Please bring completed application form below with proof of AMA to RVF meeting or mail to:

Bob O'Connor 2220 Lovewood Drive Wisconsin Rapids Wisconsin 54494

Make checks payable to **River Valley Flyers** (Only Cash or Check Accepted)

Name: _____

Address: _____

City: _____ Zip: _____

Phone: _____ E-Mail _____

AMA# _____ Membership Category: _____

Dues Enclosed: _____ (Cash or Check Only)